

This listing of claims will replace all prior versions, and listing of claims in the application:

Listing of claims:

5 Claim 1 (currently amended) A method of producing an automobile interior material or construction sheet with excellent processability comprising: ~~characterizes in~~ forming a short fiber layer by carding and setting short fibers on one side or both sides of a foamed layer, wherein the foamed layer and short fiber layer being made of same material that is selected from the group consisting of polypropylene, polyethylene, polyurethane and polystyrene; and setting the short fiber layer with a shape of a truss in the foamed layer by interlacing the short fibers through a needle punching process.

10 Claim 2 (currently amended) The method as set forth in claim 1, comprising ~~wherein~~:

carding short fibers wherein short fibers are mixed with polypropylene fibers and polyethylene fibers in a mixing ratio of 3 to 7: 7 to 3, on one side or both sides of a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

15 setting the short fibers with a shape of a truss in the foamed layer by interlacing the short fibers through a needle punching process; and

forming the short fiber layer(s) by thermally setting the portions of the short fibers exposed on the outside the foamed layer to 120 to 250°C and pressing thereby melting, cooling and hardening the fused portions of the short fibers.

20 Claim 3 (currently amended) The method as set forth in claim 1, comprising ~~wherein~~:

carding short fibers wherein short fibers are mixed with polypropylene fibers and polyethylene fibers in a mixing ratio of 3 to 7: 7 to 3, on one side or both sides of a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

25 setting the short fibers with a shape of a truss in the foamed layer by interlacing the short fibers through a needle punching process;

putting a fiber layer on the formed layer by secondarily carding fibers including the polypropylene or polyethylene fiber, and natural fiber mixed with each other in a mixing ratio of 3 to 7: 7 to 3, on both sides exposed outside the foamed layer; and

5 forming the fiber layers and simultaneously the short fiber layer(s) by thermally setting the portions of the fibers layers exposed outside the foamed layer to 120 to 250°C and pressing thereby melting, cooling and hardening the fused portions of the fibers layers.

Claim 4 (currently amended) The method as set forth in claim 1, comprising: wherein

carding short fibers wherein short fibers are mixed with polypropylene fibers and polyethylene fibers each other on one side or both sides of a foamed layer produced by
10 foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips; and

forming the short fiber layer(s) by thermally setting the portions of the short fibers on one side or both sides of the foamed layer to 120 to 250°C and pressing thereby melting, cooling and hardening the fused portions of the short fiber layer protruded from the foamed
15 layer while pressing the portions of the short fibers to melt the portions of the short fibers.

Claim 5 (currently amended) The method as set forth in claim 1, comprising: wherein

carding short fibers wherein short fibers are mixed with polypropylene or polyethylene fiber, and natural fiber each other on one side or both sides of a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene
20 chips, polyurethane chips, and expanded polystyrene chips;

setting the short fibers layer with a shape of a truss in the foamed layer by interlacing the short fibers through a needle punching process; and

forming the short fiber layer(s) by thermally setting the portions of the short fibers on the outside the foamed layer to 120 to 250°C and pressing thereby melting, cooling and
25 hardening the fused portions of the short fibers.

Claim 6 (currently amended) The method as set forth in ~~any one of claims claim 2 to 5~~, wherein the short fibers are selected from the group consisting of inflammable fabrics and unflammable or general fabrics comprising polypropylene fibers and polyethylene fibers mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

5 Claim 7 (original) The method as set forth in claim 6, wherein the polyethylene fibers comprise 20 to 40% by weight of low melting point polyethylene.

Claim 8 (currently amended) The method as set forth in claim 3 ~~or 5~~, wherein the fiber layers comprise polypropylene or polyethylene fibers, and natural fiber mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

10 Claim 9 (currently amended) The method as set forth in claim 3 ~~or 5~~, wherein the natural fiber is at least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

 Claim 10 (currently amended) An automobile interior material or construction sheet ~~with excellent processability, which is produced through the method of claim 2,~~
15 comprising:

 a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips; and

 a short fiber layer produced by carding and setting short fibers including polypropylene
20 fibers and polyethylene fibers in a mixing ratio of 3 to 7 : 7 to 3, ~~mixed with each other~~ on one side or both sides of the foamed layer;

 wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the short fiber layer is set by heating to 120 to 250°C while the portions of
25 the short fibers are pressed to melt the portions of the short fibers exposed outside the foamed

layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer.

Claim 11 (currently amended) An automobile interior material or construction sheet ~~with excellent processability, which is produced through the method of claim 3,~~
5 comprising:

a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and expanded polystyrene chips;

10 short fiber layer(s) produced by carding and setting short fibers including polypropylene fibers and polyethylene fibers mixed with each other at a ratio of 3 to 7 : 7 to 3, on one side or both sides of the foamed layer; and

a fiber layer ~~layers~~ produced by ~~setting~~ secondarily carding fibers including polypropylene or polyethylene fibers, and natural fiber mixed with each other in mixing ratio of 3 to 7 : 7 to 3, and layered on both exposed sides of the ~~short fiber~~ foamed layers;

15 wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the fiber layers are set by heating to 120 to 250°C while the fiber layers are pressed to melt the portions of the short fibers exposed on outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer
20 and simultaneously attaching entirely the fiber layer to the foamed layer.

Claim 12 (currently amended) An automobile interior material or construction sheet ~~with excellent processability, which is produced through the method of claim 4,~~
comprising:

25 a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and ~~foamed~~ expanded polystyrene chips; and

a short fiber layer(s) produced by carding and setting short fibers including polypropylene fibers and polyethylene fibers mixed with each other, on one side or both sides of the foamed layer;

wherein, the portions of the short fibers exposed outside the foamed layer are set by heating to 120 to 250°C while the portions of the short fibers are pressed to melt the portions of the short fibers exposed outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer.

Claim 13 (currently amended) An automobile interior material or construction sheet with excellent processability, ~~which is produced through the method of claim 5,~~ comprising:

a foamed layer produced by foaming chips ~~any one~~ selected from the group consisting of polypropylene chips, polyethylene chips, polyurethane chips, and ~~foamed~~ expanded polystyrene chips; and

a short fiber layer(s) produced by carding and setting short fibers comprising including polypropylene polyurethane, and polystyrene or polyethylene fibers, and natural fiber mixed with each other, on one side or both sides of the foamed layer, wherein the foamed layer and short fiber are made from the same material;

wherein, the short fibers are interlaced with each other in the foamed layer through a needle punching process so that the short fibers are embedded in a shape of a truss in the foamed layer, and the short fiber layer is(are) set by heating to 120 to 250°C while the portions of the short fibers are pressed to melt the portions of the short fibers exposed outside the foamed layer and then harden the molten portions of the short fibers to form the short fiber layers on the foamed layer.

Claim 14 (currently amended) The automobile interior material or construction sheet ~~with excellent processability~~ as set forth in claim 11 ~~or 13~~, wherein the natural fiber is at

least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

Claim 15 (currently amended) The automobile interior material or construction sheet of claim 10 ~~An automobile or construction panel~~, comprising:

5 ~~the automobile interior material or construction sheet according to any one of claims 10 to 13; and~~

a fabric chosen from the group consisting of inflammable fabric and unflammable
or general fabrics ~~further~~ attached to one side or both sides of the automobile interior material or construction sheet to form an automobile or construction panel.

10 Claim 16 (currently amended) The automobile interior material or construction sheet of claim 10 ~~An automobile or construction panel~~, comprising:

~~the automobile interior material or construction sheet according to any one of claims 10 to 13; and~~

15 layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel.

20 Claim 17 (new) The method as set forth in claim 3, wherein the short fibers are selected from the group consisting of inflammable fabrics and general fabrics comprising polypropylene fibers and polyethylene fibers mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

25 Claim 18 (new) The method as set forth in claim 4, wherein the short fibers are selected from the group consisting of inflammable fabrics and general fabrics comprising polypropylene fibers and polyethylene fibers mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

Claim 19 (new) The method as set forth in claim 5, wherein the short fibers are selected from the group consisting of inflammable fabrics and general fabrics comprising polypropylene fibers and polyethylene fibers mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

5 Claim 20 (new) The method as set forth in claim 4, wherein the fiber layers comprise polypropylene or polyethylene fibers, and natural fiber mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

10 Claim 21 (new) The method as set forth in claim 5, wherein the fiber layers comprise polypropylene or polyethylene fibers, and natural fiber mixed with each other in a mixing ratio of 3 to 7: 7 to 3.

Claim 22 (new) The method as set forth in claim 4, wherein the natural fiber is at least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

15 Claim 23 (new) The method as set forth in claim 5, wherein the natural fiber is at least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

Claim 24 (new) The automobile interior material or construction sheet as set forth in claim 12, wherein the natural fiber is at least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

20 Claim 25 (new) The automobile interior material or construction sheet as set forth in claim 13, wherein the natural fiber is at least one fiber selected from the group consisting of linen, jute, great water rush, abaca, coconut, sisal, and arrowroot.

Claim 26 (new) The automobile interior material or construction sheet of claim 11 comprising:

a fabric chosen from the group consisting of inflammabable fabric and general fabrics attached to one side or both sides of the automobile interior material or construction sheet to form an automobile or construction panel.

Claim 27 (new) The automobile interior material or construction sheet of claim 12
5 comprising:

a fabric chosen from the group consisting of inflammabable fabric and general fabrics attached to one side or both sides of the automobile interior material or construction sheet to form an automobile or construction panel.

Claim 28 (new) The automobile interior material or construction sheet of claim 13
10 comprising:

a fabric chosen from the group consisting of inflammabable fabric and general fabrics attached to one side or both sides of the automobile interior material or construction sheet to form an automobile or construction panel.

Claim 29 (new) The automobile interior material or construction sheet of claim 11
15 comprising:

layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel.

Claim 30 (new) The automobile interior material or construction sheet of claim 12
20 comprising:

layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the
25 material while heating to form an automobile or construction panel.

Claim 31 (new) The automobile interior material or construction sheet of claim 13 comprising:

5 layers formed on both sides of the automobile interior material or construction sheet by coating at least one material selected from the group consisting of plasters, cements, and ceramic pigments in a predetermined thickness, drying using hot air, and then pressing the material while heating to form an automobile or construction panel.